

DETERMINE BASIS

Government Will Find Rate for Levying on Jewel Imports.

WILL CLASSIFY ALL GEMS

Large Quantities of Valuable Gems Have Been Brought Into This Country Under Ten Per cent Duty Charges.

NEW YORK, June 21.—The Times says today:

"The United States government, through the Treasury Department, has decided to discover by means of a federal court decision the exact basis upon which the duties imposed on gems and jewels imported into this country may be levied. There is a nice point of discrimination in the classification of imported gems and the customs authorities fix the rate according to the class in which, in their judgment, an importation belongs.

"For instance, the duty on unmatched, unmounted, or uncut gems is but 10 per cent, while that on matched or mounted jewels is 60 per cent.

The customs authorities, through their agents abroad as well as from their observations at this port, have been aware for a long time that great quantities of gems and pearls have found their way into this country under payment of the 10 per cent duty, when, in their estimation, the higher rate should have been levied. The matter of discrimination must often be based on personal observation and judgment alone, while there is no outside proof to indicate that the values had been taken apart after the purchase abroad and brought here unmounted or unmounted for the sole purpose of evading payment of the higher rate.

"It is said that the test case to be brought by the government concerns 60 peals of great value purchased in Paris by William B. Leeds as a gift for his wife."

EASTERN LUMBER COMMENT.
Exporting of Yellow Pine a Feature of Great Importance.

The following, taken from the New York Commercial, will be of interest to many of the readers of the Astorian:

The North American lumber trade has been devoting much study recently to the exporting business in yellow pine. The export trade in this product is a profitable one, but it is one which is by no means free from perplexities and great difficulties of one kind and another. It has been the endeavor of the lumber manufacturers to overcome these difficulties by agreements among themselves and by attempting to establish certain fixed regulations according to which the business should be conducted. There has of late been an enormous demand for lumber of all kinds in this country, and in many foreign countries as well.

Stocks have been rapidly depleted by brisk buying from a number of quarters. It was recently estimated that because of the large consumption in the last 18 months, the available supply of yellow pine is much below the normal. Argentina is one of the largest users of yellow pine. Year before last it used 180,000,000 feet. Last year it used about

230,000,000, and this year there is likely to be an increase of not less than 30,000,000. Another large lumber buying section is the State of Sao Paulo in Brazil in the heart of the coffee growing region.

New opportunities for extending the sale of yellow pine are pointed out in many foreign countries. One firm reports, for instance, that it has recently had inquiries from the Canary Islands, stating that consumers there had found such a rapid advance in Baltic goods from they had previously obtained their supplies, that they were looking for another source of supply.

The same dealer has heard from an Egyptian merchant to the effect that owing to an unusual building boom there the consumption of American woods was increasing most rapidly. The West Indian market is also reported to be more active than usual, largely because of the development of the fruit industry, and the building of railroads. In the last six months Panama has absorbed between 40,000,000 and 50,000,000 feet, and in the future it is likely to use very much more.

One inquiry recently received from an American manufacturer suggests an entirely new opening for southern pine. One of the officers of a large car manufacturing company at Trieste, Austria, visited the manufacturer and wanted to buy a cargo of yellow pine sills. The Austrian explained that the government owned all the railroads in Austria and had ordered that all new freight cars should be 37 feet in length to take the place of the present shorter cars.

Austrian oak was previously used for the sills, but it cannot be provided in sufficiently long pieces. It is quite likely that the demand for longer cars in Austria will lead to the same developments in Germany and perhaps in other European countries owning their railroads. It is regarded as certain that this will force European car manufacturers to buy American car sills or use steel.

According to a recent estimate nearly all the lumber suitable for export that can be procured in the next three months is already sold. In cutting and handling lumber of export the greatest possible care has to be taken. Foreign purchasers insist upon having their lumber made exactly as they want it. The quickness of sale and the price obtained are altogether dependent upon the preciseness with which the manufacturers fill their orders, and handle their shipments.

This means that when making up export orders the manufacturers must employ the very best workmen and must use plenty of dock room, so that the lumber can be piled properly and remain undisturbed until loaded. The export mills are gradually reducing the manufacture and handling of lumber to an exact science the result being a maximum of grading at a minimum of cost.

Three methods of selling lumber are recognized in the export trade, on consignment, selling direct, and selling to local exporters. The consignment method is none too popular in this country, but by many it is regarded as a necessity. As to direct selling, this means that the manufacturer makes his own foreign sales, attends to all the details of shipping, carries the accounts himself and perhaps draws upon the buyer for 90 per cent of the selling value against shipping papers.

What may happen in the future export trade in southern pine can hardly be determined. The domestic demand is always increasing, and it is not hard to imagine that the time may come when the home trade will require nearly the entire output of the mills, paying better prices than could be obtained abroad.

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P. A. STOKES

DECK AND DOCK NEWS.

It is reported that the license of Captain W. B. Olson was suspended for six months by United States Local Inspectors of Boilers and Hulls Bulger and Bolles in San Francisco. Captain Olson is in command of the steamer Thomas L. Wand, and while towing the schooner Alpha, last Sunday, ran ashore near Bolina. He acknowledged his error to the inspectors and saved an investigation.

The Pacific Mail liner Korea sailed from San Francisco on Wednesday afternoon for the Orient. The Korea carried almost a full cargo, consisting exclusively of overland freight. She carried about 500 destitute Chinese, rendered homeless by the big fire, who are going back to China at the expense of the Chinese government. As the refugees walked up the Korea's gang plank they each received a small sum in silver from the Chinese consul, as pocket money.

The three-masted barkentine Tropic Bird arrived in from San Francisco and came up the bay under her own canvass, presenting a very pretty picture surrounded as she was, by about 300 fishing boats and other local craft of various sorts. She will load out lumber for the Bay City.

The fine steamer Hassalo was detained here yesterday until nearly 11 o'clock with an excess of east-bound freight. Captain J. J. Anderson has just resumed command after a pleasant outing of two weeks, which he spent at home, "the pleasantest place he could find," as he says.

The steamship Roanoke is due down from Portland early this morning on her way to Eureka, San Francisco and Los Angeles, and being the only long distance boat on the coast service will, no doubt, carry heavily, in her cabins, and her hold.

The Italian ship Caterina Accame arrived down yesterday afternoon on the hawsers of the Harvest Queen, and will go to the Knappton mills and load 1,500,000 feet of lumber for Antofogasta, Chili. She is a fine looking craft.

The handsome barkentine Amazon left out yesterday morning on her long journey to Manila, laden with a big cargo of fine Oregon lumber.

The Lurline was a bit behind time on docking here last night, but got away at 7 o'clock. Mrs. A. Taylor and G. B. Gaylor were registered out of here.

The steamer Telegraph made her usual time yesterday and went from here with nineteen people on her register.

The motor schooner Della, the "Pup", leaves out this morning, for Nestucca.

The steamer Alliance is due back from Eureka and Coos Bay on Monday morning next.

ARREST SLUGGER.
Labor Union Hired Slugger is Placed Under Arrest.

CHICAGO, June 21.—James Hodek, alias John Sandberg, alias John Haley, known as a labor union slugger and business agent, was arrested yesterday, charged with slugging W. S. Edwards, a prominent member of the brass manufacturers' association on May 14. The arrest ended five weeks of work by 20 city detectives and private agencies.

When the gas and electric fixture hangers went on strike April 1, it was believed that it would be short lived as W. S. Edwards was known "As a friend of labor." As he failed to acquiesce in the demands of the business agents, it is believed he was marked for a victim of the slugger. Hodek, the police say was employed to attack him.

The attack occurred May 14. Without provocation, Hodek, it is charged, knocked Edwards down and started to kick him. At this juncture Mort Kerner who was with Mr. Edwards, interfered. The slugger drew a revolver and threatened to shoot Kerner if he attempted to interfere again, saying: "This is not your affair." Afterwards Kerner joined in the crowd that pursued the slugger.

Nowhere in the world can you see such handsome men and women as are to be met in the United States." They all use Hollister's Rocky Mountain Tea. 35 cents, Tea or Tablets. Frank Hart, druggist.

MRS. PETERSEN'S.
The fashionable milliner, in the Star Theater building, is the best place to buy your summer hat.

TWO OFFERINGS FOR JULY WEARING DAYS

FIRST—A special line of drummer's samples of ladies' collars and neckwear. Fine linen, lace, and beadwork coil, washable, fashionable, 25 cents to 50 cents.

SECOND—Just received; won't last long, a new shipment of parasols, in white, green, blue and many fashionable and prevailing colors. Natural wood handle. You will need one to be comfortable on the Fourth.



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Have you the nerve to invite your influential friends to visit Astoria now? Where will they stop in Astoria? Opportunity knocks but once—other knockers please copy.

You can't go ahead by sitting still. Respectfully,
THE NEW HOTEL COMMITTEE.

How to Break Up a Cold.
It may be a surprise to many to learn that a severe cold can be completely broken up in one or two days' time. The first symptoms of a cold are a dry, loud cough, a profuse watery discharge from the nose, and a thing, white coating on the tongue. When Chamberlain's cough remedy is taken every hour on the first appearance of these symptoms, it counteracts the effect of the cold and restores the system to a healthy condition within a day or two. For sale by Frank Hart and leading druggists.

People who are clean inside will look like it and act it. They will work with energy, think clearly, act clearly and have healthy thoughts. Hollister's Rocky Mountain Tea. It makes clean people. 35 cents, Tea or Tablets. Frank Hart, druggist.

The Very Best Remedy for Bowel Trouble.

Mr. M. F. Borroughs, an old and well-known resident of Bluffton, Ind., says: "I regard Chamberlain's Colic, Cholera and Diarrhoea Remedy as the very best remedy for bowel trouble. I make this statement after having used the remedy in my family for several years. I am never without it." This remedy is almost to be needed before the summer is over. Why not buy it now and be prepared for such an emergency? For sale by Frank Hart and leading druggists.

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